MEN GROWING TURBULENT AND DISORDER IS FEARED BY POLICE TO-NIGHT

Green Crews on the Elevated Gave Wretched Service All Day, the Few Trains Running with Gates Open and Small Boys Ringing the Bells.

tute for the usual facilities offered. It did not take the people long to realize this, and few passengers rode on the trains after the rush hours.

The chief trouble experienced with the green men was at the terminals. At One Hundred and Twenty-ninth street and Third avenue and One Hundred and Fifty-fifth street and Eighth pelled to take charge of incoming trains and switch them. This caused a block-ade. Green motormen were not trusted in the yards for fear of a wreck. Were Near a Wreck.

A train switching at noon in the One Hundred and Fifty-fifth street yards was run onto the wrong track, and but for the presence of an electrician in the motor-box with the green man there would have been a wreck. Few stations were equipped with station agents ——in fact, it appeared the company was not axious to carry passengers, but was desirous of breaking in men for the evening rush hour with empty trains.

At the beginning of the afternoon trains on the Sixth and Ninth avenue "L" were running on a headway of from twelve to fifteen minutes. On the Thirri avenue lines the trains were about half an hour apart, while no attempt was made to maintain a schedule in Second avenue.

Within an hour after the strike was ordered six trains left the terminal at Eighth avenue and One Hundred and Fifty-fifth street for South Ferry.

Within street curve were spread out, after getting around the One Hundred and Tenth street curve were spread out. The first train was two hours in getting to South Ferry.

Few Stand by Company.

After a show of operation on the west side had been made the Company paid special attention to the vast-side lines. Some of the motormen and the continuous con A train switching at noon in the One Hundred and Fifty-fifth street yards

The best efforts of the Interborough Third avenue line remained loyal to the management to give the public an "L" Company and were given charge of the road service resulted in a poor substi- first trains operated, but were unable to make speed because of the green

> The inexperienced men were run in as guards. Every applicant for a job who looked as though he could run a motor or take charge of a train was given an experimental trip on the front end with the motorman. The guards and conductors had no control over the pas-

Trains were started from stations with the gates open and small boys rang the bells continually on crowded cars. As the train service was increased there were many minor acci-

Stopped Sale of Tickets.

STRIKE-BREAKERS QUIT; DECEIVED, THEY DECLARE

those brought here by James Farley to take the places of the strikers occurred when 105 railroad men from Columbus and Indianapolis, (under the leadership of Floyd Malcomb, of Indianapolis, formerly night yardmaster of the street railroad company of that city, and John Tincher, Charles Breckenridge and A. J. Burgett, of Columbus, left their trains at One Hundred and Fifty-seventh street and joined the strikers. These men were taken from trains as fast as they arrived, by the leaders, and appeared well satisfied to quit.

They marched in a body to Marion

Hall, at No. 110 East One Hundred and Twenty-fifth street, where they were greeted with great applause by the strikers. The men are loud in their denunciation of Farley, who, they say, tenses and practically made prisoners They say they were brought here to

take places on a steam railroad as engineers and firemen. They were to be employed for three months at \$3.50 a day and to be given free transportation home at the end of that time. They were bired three weeks ago and taken to Philadelphia, where they were quartered said at the Jamison Hotel, and guarded by detectives. They believed they were going to be employed on a "steam road" until they were brought to this city.

Treated Like Cattle.

They were finally put on the Nortaam and watched by guards until last night, Nearly all of the men are without funds. Tincher, who acted as spokesman for the party from Columbus, gave the following account of their experiences on the Northam:

"The men were fed at long tables. The meat was spoiled. We were treated like cattle. The bread was literally torn apart and thrown at us. The men were herded together like cattle. and guarded by detectives. At night they would not permit us to open the windows so we could get fresh air. We will be mighty glad when we can get



The Usual Result.

he arrived yesterday, to be immediately shipped aboard the Northam, he "We were herded like cattle on the boa; and given little to eat save an oc-casional stale sandwich. Detectives kept constant guard over us, and at 4

kept constant guard over us, and at 4 o'clock this morning we were dumped off the boat at a pier near One Hundred and Forty-fifth street and Lenox avenue. We were driven to the Subway station at that point and instructed to man trains.

"Then for the first time we heard the jeers of the strikers. When I understood, that we were to do scab work I quit and so did forty-two other men from Columbus. There are two hundred more men from my town, and before the day is over I will get them all out.

all out.
"There was a young man named L.
F. Mella. of Summit, N. J., aboard the
Northam. He nad been hired for clerical work at \$2.50 a day. When he
learned what he would have to do he
tried to get off the boat. He was
brutally beaten and kicked into the
hold. This was the way all rebels were
treated."

He, Too, was Deceived.

will be mighty glad when we can get back to our homes and our families."

To Work on "New Road."

Charles Breckenridge, a leader among the Northam men, declared that he, too, had no knowledge of the object of his mission in New York when he was engaged in Columbus on Feb. 21. He said he and two hundred other men from that city were led to believe they were going to work on a new road 600 miles long. After telling of his journey from Columbus to Jersey City, where

PROVIDING FOR THE STRIKE-BREAKERS' ARMY.

Hundred and Forty-fifth street yards of bage. the Subway indicate that the corpora-way station at One Hundred and Fortytion is preparing for a long siege. A fifth street and Lenox avenue, where line of small houses was erected to-day sandwiches and coffee are served to just outside the yard fence on property the men show that these are not the belonging to the New York, New Haven least important features of their jobs. and Hartford Railroad. These houses are fitted with bunks and will be used CIVIC FEDERATION as ladging places for the strike-breok-

i long line of policemen and private detectives guard the yards and the new Ralph M. Easley, secretary of the lodging-houses and refuse to allow any National Civic Federation, was not at one to approach who cannot present a the headquarters at No. 281 Fourth reporter's or police pass or a pass avenue when inquiry was made there,

ing and lounging cars for men off duty. Carloads of canned meats and vegetables have been stored in the barns, and cooks have been engaged to take charge of the kitchens. The service of meals

Extensive operations on the part of was continuous to-day, the staple artithe Interborough Company in the One cle of diet being corned beef and cab-

FOLK RÉTICENT.

signed by the officials of the Interborough system.

Four Subway cars on a side track in the yards have been converted into dinding and lounging cars for men off duty.

Carloads of canned meats and vegeta-

FOR FACTS AND FIGURES

RUSH-HOUR SCENES IN THE SUBWAY AND ON "L" AND BROADWAY CARS (Photographed Especially for The Evening World by Staff Photographers.)



chief alde. Both remained at Headquarters an night.

It was understood that these precautions were taken at the request of the officers of the Interborough Com-

the officers of the Interborough Company.

"We have a reserve force of 2,200 men," said Mr. Howell, "to deal with the strike situation. We shall divide them into two platoons of 1,600 men each so that one-half may rest while the other half is working. With the wide territory we are required to cover the number seems rather small. The Commissioner will have nothing to say concerning the details of his plans until such time as there is some call for action."

POLICE COMPLAIN OF SUBWAY TREATMENT.

During the afternoon the local trains in the Subway ran at intervals of from two to four minutes. The express service was abandoned before noon. A small army of policemen stood in the Brooklyn Bridge station, ready to be despatched to any spot along the Mne licemen were bitter in their criticism

"We've been on duty here for the Sub-way officials.
"We've been on duty here for the Sub-way owners for almost twenty-four hours," said one of the patrolmen.
"During that time many of us haven't had anything to eat except the few scraps that we have been able to pick up. The very least the Subway Company could do would be to give us a few sandwiches."

Shortly after 2 o'clock word was received at the Brooklyn Bridge that trouble was expected uptown, and the policemen were at once detailed to train duty, three officers being detailed to each train.



Harlemite Takes in Strike.

ABOR COMMISSIONER TO TRY TO SETTLE STRIKE.

It was learned to-day that Commissioner John McMackin, of the State Department of Labor, and Deputy Conimissioner John Lundrigan, of Buffalo.

RAPID TRANSIT BOARD IS NOT INTERESTED.

Secretary Burrows of the Rapid Transit Commission this morning gave out the following statement:

"The matter of the strike will nor concern the Rapid Transit Commission, unless it becomes a public nulsares It is a matter wholly for the aperat- disease was running a train on Third ing company, and the Commission will not be called upon to do anything in favor of either side unless in the long WAGE SCALE FOR run it becomes a matter of public con-

NO EXPRESS TRAINS TO-NIGHT IN SUB. OR "L."

Vice-President E. P. Bryan, of th Interborough Company, admitted this afternoon that he was no be able PR FACTS AND FIGURES and and a set the SubSEE 1905 WORLD ALMANAC. To handle the crowds with local trains.

WHAT SUBWAY MEN DEMAND.

1. That the present physical examination now in force against motormen and other employees shall be eliminated and a practical road test substituted instead above to take effect Jan. 1, 1905.

2. A day's work for motormen and other trainmen to be nine hours or less; motormen's mileage not to exceed 100 miles a day.

3. Relay for motormen, when headway is less than six minutes; should be allowed at southern terminals, loop or no loop. 4. All road work on trains with or without passengers shall be

done by qualified motormen. 5. For all employees excepting tower switchmen nine hours shall constitute a day's work, with time and a half for overtime.

6. Tower switchmen, eight hours or less to constitute a day's work, with one day off duty a month with pay; time and a half for over-

7. Ten per cent. increase in pay for all employees excepting motor-

WOMAN DRAGGED ON "L" PLATFORM, HOLDING GATE

a narrow escape from death on the the train to go ahead, but had failed Third avenue "L" road at One Hundred to shut the gate when the woman apclerk in the Bronx Coroners' office, and dragged along the platform by the movwere on the platform at the time.

A woman who refused her name had The guard had given the signal for and Thirty-eighth street, because of the peared on the station platform and apparent carelessness of one of the started to run for the train. As she guards on a downtown train. She was reached the gate the guard shut it, but saved from what appeared to be serious the woman hung on to the railing, uninjury or death by Jeremiah Fay, a able to release her hold. She was being Patrick Strain, of No. 688 East One hig train when Fay and Strain grabbed Hundred and Thirty-eighth street, who her and by main force released her

STRIKERS CHEERFUL AS THEY GET LATE REPORTS

an early hour. There was no demon-an early hour. There was no demon-and to the interruption of the service.

Engineers, and Harry Penny, president of the local Association of Street and Electric Rallway Employees, went among the men informing them of the maintain some sort of service on "L" and Subway.

men who seek employment with it:

Conductors-\$2.10, \$2.25 and \$2.40.

Guards-\$1.55, \$1.70, \$1.85 and 1.95.

Ticket caroppers-\$1.40 and \$1.55

Motormen-\$3, \$3.25 and \$3.50.

Agents-\$1.75, \$2 and \$2.25.

Fowermen-\$2.45 and \$2.50.

Switchmen-\$2 and \$2.35.

Porters-\$1.40.

qualified three months ago for heart

STRIKE BREAKERS.

The Harlem Arcade, on One Hundred and Twenty-fourth street near third avenue, one of the meeting halls engaged by the strikers, was filled at engaged by the strikers, was filled at this and said the company feared the strikers would pull the engaged by the strikers would be e stration, and the general tenor of conversation was pacific.

Edward Roselle, representing Chief Jencks, of the local Brotherhood of Jencks, of the local Brotherhood of Jencks, and Harry Penny presidences and Harry Penny presidences.

Affects a City Job.

and Electric Railway Employees, went among the men informing them of the progress of the strike and the various incidents in the company's efforts to maintain some sort of service on "L" and Subway.

Forced to Use Them.

Mr. Roselle said that a motorman disqualified three months ago for heart disease was running a train on Third tervens for them.

Arects a City Job.

The mens seemed to and consolation in the fact that the train despatchers had been asked to make up train crews, and had refused for fear of entailing some accident through inexperience. According to one report received by the strikers, one contractor, who failed on a Subway contract, to-day ordered to the strikes breakers. They refused and quit work in a body. They were working on a city job.

STR KERS TO HAVE BIG MEETING TO-NIGHT

The following is the scale of wages The strike leaders have bired Suizer's which the Interborough is offering all Harlem River Park indefinitely, and ... morster mass-meeting will be held sure the men that the national association of street railway employees sanctions the strike and that the leaders have \$300.00 at their disposal to continue their fight.

A whole reference library condensed in a single book—such is The World Almanue Questions are constantly arising one, if for investigation before a convect, and the given. Don't spend hours delving into musty volumes. Get the 1905 World Almanue. there to-night. Leader Pepper will ag-

FOR YOUR SYSTEM Sixty, but Doesn't Need Chloroform

NO PARTIALITY

BY THE POLICE.

Mayor McClellan said to-day he

had been informed officially that

additional strike breakers are

coming into New York from Bos-

ton and other cities. He declared

that these men, as well as the

protected by the police.

strikers themselves, would be

"I have had a talk over the

as the rights of the strikers and

the company as well. Commis-

sioner McAdoo reported that

everything was moving smoothly

so far as police matters are con-

cerned, and that a large body of

uniformed men as well as police-

men in plain dress are in com-

mand at every point to cope with

any uprising or difficulty."

MAYOR SAYS.

300 POLICE GUARD HARLEM CAR YARDS.

Anticipating attacks upon the trains

n the yards at One Hundred and Forty-fifth and One Hundred and Fiftyfifth streets late this afternoon or dur ing the evening Inspector Elbert O. Smith has arranged to post 300 men n reserve in the Harlem stations near est the scene of expected trouble and can have them summoned where they may be needed at an instant's notice. It is feared that some of the strikers their sympathizers will attack the des the police guards the Interborough omesals are taking their own precau-tions in armoring the windows and froats of the motor cars, about the motor boxes, so that if the trains are attacked the windows will be projected from missiles. This precaution is being taken on both the "L" and Subway trains.

Striking Employees in an Address to the Public Justify Their Action, Say Company Has Broken Its Agreements and Treated Them with Injustice.

A statement has been issued by the Amalgamated Association of Street and Electric Railway Employees, placing to before ordering a strike. The states

their side of the trouble before the public before ordering a strike. The stated ment follows:

"New York, March 7, 1905."

"To the Public:

"Many statements emanating from the officials of the Interborough Rapid fransit Company have been published in the daily papers for the last three weeks, which do not do justice to the employees of the company, and which lead the people to have, to say the least, an unkindly feeling toward a body of men who, since the advent of electricity, have been treated with the greatest of inconsideration.

"It is only fair under the circumstances to inform the public of the treatment accorded the men, although an agreement has been in force governing all differences. Notwithstanding this mentioned agreement, there are many instances of men being suspended for infractions of rules of which they were not guilty, scant satisfaction being given them on protest being made.

"Schedules of trains, runs on which were to be made in a given time, were not lived up to; in fact, the agreements have been broken by General Manager."

"THE EXECUTIVE COMMITTEE in the plaint (except that they were more of less prominent in their respective discussions and has said that under no cliess prominent in their respective discussions and has said that under no dispussions and has said that under me dramptated trial shall be accorded any employee against whom the agreement a wellow, and has said that under no dispussions and has said that under in efforcise was imported any employee against whom the eagreement a wellow, and has said that under no dispussions and has said that under no dispussions and has said that under me dramptated trial shall be accorded any employee against whom the best sate in the important trial shall be accorded any employee against whom the best sate whem "According to the agreement a wemployee against whom the sate important trial shall be accorded any employee against whom the sate important trial shall be accorded any employee against whom the sate important trial shall be accord

Frank Hedley almost from the the

NATIONAL UNION MAY REFUSE TO EXTEND AID

dent of the Amalgamated Association of tirely on its own initiative. It Street and Electric Railway Employees, as in ordering the present strike. said to-day that it was not too late for the local union to appeal to the association for support.

Mr. Mahon positively declined even to intimate what the action of the asso-ciation would be in event of the local

"The association, however, is now the position of a body awaiting velopments. It is not too late for us act, should the union see fit to app to us.

Developments Rankd.

ciation would be in event of the local union appealing to the national body for support.

Those familiar with the situation declare that it would surprise them very much if the association after being snubbed at the start should recognize and aid the local union at the eleventh hour.

"Thus far," he said, at the Hotel Clarture of the said, at the Hotel Clarture of the said, at the Hotel Clarture of the local union at the eleventh hour.

"Thus far," he said, at the Hotel Clarture of the local union appealing to the national body for support.

"Thus rapidity of developments in the strained situation here, and cordingly hastened to this city. I remain here until March 3 at any and possibly longer.

"I have already seen. Mr. Pepper in an informal way and have seen the rapidity of developments in the strained situation here. I was on the strained situation here, and ordingly hastened to this city. I have already seen. Mr. Pepper in an informal way and have seen the rapidity of developments in the strained situation here, and the strained situation here, and the strained situation and possibly longer.

"I have already seen. Mr. Pepper in an informal way and have seen the strained situation and possibly longer.

"I have already seen. Mr. Pepper in an informal way and have seen the strained situation and possibly longer."

"I have already seen. Mr. Pepper in an informal way and have seen the strained situation and possibly longer.

"Thus far," he said, at the Hotel Clarture in the strained situation here, and possibly longer.

"I have already seen. Mr. Pepper in an informal way and have seen the strained situation and possibly longer."

"Thus far," he said, at the Hotel Clarture in the strained situation and possibly longer.

COMPANY SUPPORTS HEDLEY AND BRYAN

and voted unanimously to support that the real question involved is Vice-President Bryan and General one of pay or hours, but whe

telephone with Commissioner McAdoo," said the Mayor, "and we reached the understanding that no PARTIALITY SHALL BE SHOWN BY THE POLICE TO EITHER SIDE. The rights of the citizens will be protected as well set to make the standard religions."

Vice-President Bryan and General one of pay or hours, but whether the standard the standard of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public imperatively demands the standard religions that as soon as the full complement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public angement of the property, involved the safety of the public imperatively demands the statement was given out:

"At a meeting of the Executive Committee of the Interboroush Rapid Transmittee of the Interboroush Rapid Transmittee of the Interboroush Rapid Transmittee of the property."

"The Committee feels that the statement was given out:

"At a meeting of the Executive Committee also gives again that of the public imperatively demands the public imperatively demands."

"The Committee feels that the statement was given out:

"At a meeting of the Executive Committee also gives again that a soon as the full complement of the property, involved the safety of the public imperatively demands."

"The Committee feels that the safety of the public imperatively demands."

"The Committee also gives again the safety of the public imperatively demands."

"The Committee feels that the safety of the public imperatively demands."

"The Committee also gives again the safety of the public imperatively demands."

was resolved that the position of VicePresident Bryan and General Manager
Hedley, of the company, in relation to
the demands of the employees is fully
approved.

"The Committee believes that the
rates of pay are higher than on any
esimilar road in the country and that

FIGHT A PERSONAL ONE ON HEDLEY BY UNIONS

The strike, which is now managed Pepper, has assumed more of a fight against General Manager Frank Hedley than a demand for shorter hours and more pay. Mr. Pepper said to-

"It is Hedley we are against. He tried to break up the unions in Chicago, and he did make the men work overtime there without pay. It is either the unions here or Hedley that must go under now. "'Boss' Farley's strike-breakers are green men, and it is idle to say that

they are experienced. There will be accidents if these men run the trains. It is difficult now for experienced men, men of capacity, to stand up under the strain that goes with a motorman's job, and you can use your imagination to picture what will happen when the trains are in charge of incompetents." President Pepper said he believed if he two unions, the Amalgamated and Engineers', severed their associations, company would later on try 'down' the Amalgamated men.

We think that we are going to be suc-

NO VIOLENCE, SAYS M'ADOO.

Personally and officially I am sorry hat there is a strike on these roads because of the grave, even if temourary, inconvenience to the large body of the public. Our duty is to enforce the law fearlessly and im partially, and every means in the power of this department will be sed with zeal, energy and promptless in preserving the personal security of citizens in the streets, in

heir homes and at work, No violence of any kind or in any quarter will be tolerated for a moment. Persons and property vill continue to be safe in the day.— Statement by Commissioner McAdoo.



cessful, even if Farley brings in

Bonds Hold Ticket Men. "Any way, the law ought to in and make it possible for sides to come together. Such the ought to be settled without source to a strike."

Some Regret Expressed.

Among many of the strikers talked with to-day there seemed to be a note of regret that the strike had been ordered. A guard said:

"This is a serious thing for the men themselves, but it is also a serious thing for the people who are dependent on the 'L' and the Subway to get down to work to earn their daily bread. We think that we are going to be suc-

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